

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

What is claimed is:

1-45. (Cancelled)

46. (Currently Amended) A tube configured to attach to an engine housing and to guide a fluid from an inlet to an outlet, the tube comprising:

a first component including an interior and a bend portion, the bend portion having a curved outer bend surface adjacent the interior and having a first inner bend surface adjacent the interior, the first inner bend surface including a first portion and a second portion that meet to define an edge positioned ~~that has a sharp corner~~ opposite the outer bend surface and spaced away from the inlet and the outlet; and

a second component positioned adjacent the ~~sharp corner~~ edge and including a curved surface that cooperates with the first portion and the curved outer bend surface ~~has a second inner bend surface, the second inner bend surface and the outer bend surface being disposed opposite to each other and cooperating to guide all of the fluid flow through the bend portion.~~

47. (Previously Presented) A tube configured to attach to an engine housing and to guide a fluid from an inlet to an outlet, the tube comprising:

a first component including an interior and a bend portion, the bend portion having a curved outer bend surface adjacent the interior and having a first inner bend surface adjacent the interior that has a sharp corner opposite the outer bend surface and spaced away from the inlet and the outlet; and

a second component positioned adjacent the sharp corner and including a curved surface that has a second inner bend surface, the second inner bend surface and the outer bend surface cooperating to guide all of the fluid flow through the bend portion, wherein the second component completely covers the sharp corner.

48. (Previously Presented) The tube of claim 46, wherein the tube has a flow path between an inlet and an outlet that is substantially circular in a cross-section taken normal to the flow path at the bend portion.

49. (Previously Presented) The tube of claim 46, wherein the second component is disposed completely within the first component.

50. (Previously Presented) The tube of claim 46, wherein the tube at least partially defines an intake passage for an internal combustion engine.

51. (Previously Presented) The tube of claim 46, wherein the first component and the second component are made from the same material.

52. (Previously Presented) The tube of claim 51, wherein the material includes thermosetting plastic.

53. (Previously Presented) The tube of claim 46, wherein the first component at least partially defines a flange.

54-55. (Cancelled)

56. (Currently Amended) The tube of claim 46, wherein the first component ~~at least partially defines~~ a portion of an outlet aperture and the second component defines the remainder of the outlet aperture, the outlet aperture being substantially circular.

57. (Previously Presented) The tube of claim 46, wherein the first component and the second component redirect the flow at the bend portion through an angle of about 90 degrees.

58. (Currently Amended) A tube configured to attach to an engine housing and to guide a fluid along a tube interior from an inlet to an outlet, the tube including a bend portion that has a curved outer bend surface adjacent the interior and a curved inner bend surface adjacent the interior, the tube comprising:

a first component that defines the outer bend surface and ~~a sharp corner~~ an edge opposite the outer bend surface, spaced away from the inlet and the outlet, and adjacent the interior; and

a second component positioned adjacent the ~~sharp corner~~ edge and including a curved surface that at least partially defines the curved inner bend surface, ~~the curved inner bend surface being disposed opposite to the curved outer bend surface, and~~ the curved surface arranged such that all of the fluid passing passes between the curved inner bend surface and the curved outer bend surface.

59. (Previously Presented) A tube configured to attach to an engine housing and to guide a fluid along a tube interior from an inlet to an outlet, the tube including a bend portion that has a curved outer bend surface adjacent the interior and a curved inner bend surface adjacent the interior, the tube comprising:

a first component that defines the outer bend surface and a sharp corner opposite the outer bend surface, spaced away from the inlet and the outlet, and adjacent the interior; and

a second component positioned adjacent the sharp corner and including a curved surface that at least partially defines the curved inner bend surface, all of the fluid passing between the curved inner bend surface and the curved outer bend surface, wherein the second component completely covers the sharp corner.

60. (Previously Presented) The tube of claim 58, wherein the tube has a flow path between an inlet and an outlet that is substantially circular in a cross-section taken normal to the flow path at the bend portion.

61. (Previously Presented) The tube of claim 58, wherein the second component is disposed completely within the first component.

62. (Previously Presented) The tube of claim 58, wherein the tube at least partially defines an intake passage for an internal combustion engine.

63. (Previously Presented) The tube of claim 58, wherein the first component and the second component are made from the same material.

64. (Previously Presented) The tube of claim 63, wherein the material includes thermosetting plastic.

65. (Previously Presented) The tube of claim 58, wherein the first component at least partially defines a flange.

66-67. (Cancelled)

68. (Currently Amended) The tube of claim 58, wherein the first component ~~at least partially defines~~ a portion of an outlet aperture and the second component defines the remainder of the outlet aperture, the outlet aperture being substantially circular.

69. (Previously Presented) The tube of claim 58, wherein the first component and the second component redirect the flow at the bend portion through an angle of about 90 degrees.

70. (Currently Amended) A tube configured to attach to an engine housing and to guide a fluid from an inlet to an outlet, the tube comprising:

a first component including an interior and a bend portion, the bend portion having a curved outer bend surface adjacent the interior and having a first inner bend surface adjacent the interior, the first inner bend surface including a first portion and a second portion that cooperate to define ~~that has~~ a sharp corner opposite the outer bend surface and spaced away from the inlet and the outlet; and

a second component positioned adjacent the sharp corner and including a curved surface that has a second inner bend surface, the second inner bend surface and the outer bend surface cooperating to guide all of the fluid flow through the bend portion, wherein the second component is disposed completely within the first component.

71. (New) The tube of claim 46, wherein the second portion includes a substantially planar surface.

72. (New) The tube of claim 71, wherein the curved surface covers the second portion.

73. (New) The tube of claim 58, wherein the curved inner bend surface includes a first portion and a second portion that intersect to define the edge.

74. (New) The tube of claim 73, wherein the second portion includes a substantially planar surface.

75. (New) The tube of claim 73, wherein the curved surface covers the second portion.

76. (New) The tube of claim 70, wherein the second portion includes a substantially planar surface.

77. (New) The tube of claim 76, wherein the curved surface covers the second portion.

78. (New) The tube of claim 70, wherein the second component is disposed completely within the first component.

79. (New) The tube of claim 70, wherein the first component defines a portion of an outlet aperture and the second component defines the remainder of the outlet aperture.